

THE DELAWARE^{AND} HUDSON COMPANY BULLETIN

*From
James E. Sauter*

*The
D.H.*

APRIL 15, 1929

HIGH FALLS
WILMINGTON NOTCH

Worry



*WHY worry about little things?
It really doesn't pay.
It doesn't do a bit of good—*

*Why worry, anyway?
For he who worries wastes his time,
And wastes his vigor, too,
And all his worry never serves
To tell him what to do.*

*Just aim to do the best you can—
You really can't do more—
And then don't fret about just what
The future has in store.
Of course, all things will not turn out
Exactly as you've planned.
But worry will not tell you why,
Or make you understand.*

*In fact, the rule of common sense
Is: Worry not at all.
You cannot help by worrying
About things great or small.
To worry will not help a bit,
You'd better take a rest,
Feeling you've done all you can
If you have done your best!*

—Somerville Journal.



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D.H."*

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DELAWARE AND HUDSON COMPANY
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Vol. 9

Albany, N. Y., April 15, 1929

No. 8

Learned His Trade in England

Henry B. Watson, Oneonta Machinist, After Wide Experience Says, "I Would Never Think of Going Back"

AMERICANS are the most fortunate people in the world to-day. They enjoy and regard as matter-of-fact, pleasures and privileges formerly unknown to the rulers of many nations. At the touch of a finger our homes are lighted and heated by electricity, our meals are cooked, our clothing is laundered, we converse with persons miles distant, and sit in a comfortable home beside a radio, to listen to music, speeches, and accounts of athletic contests and other events a continent's width or more away. All these wonders await our pleasure; they have been made possible by the genius of some of the master minds of all time.

For years the peoples of the Old World have spoken of America as "The Land of Promise", a nation whose citizens may think and act as they wish, but above all, a country with unlimited opportunities for those who are willing to work. In every land there are hundreds who are hoarding their meager earnings so that some day they may afford passage to America, there to realize their dreams of steady employment at a fair living wage. Once the immigration barriers are let down for them, they enter to make homes for themselves and the ma-

jority never again turn their faces toward the land of their birth. Such was the experience of HENRY B. WATSON who in 1922 was placed on our pension rolls after completing twenty-seven years of service in the Motive Power Department at Oneonta.



HENRY B. WATSON

HENRY was born at Burnley, in Lancashire, England, on February 21, 1848. Here he attended an Episcopal school to receive his elementary education. His father was an official in a textile manufacturing concern. Here HENRY began to learn the weaver's trade, but this did not appeal to him; he preferred mechanical work. Meanwhile, however, he had completed what would correspond to an American high school course in a school at Wahley.

Schooling over, HENRY entered the employ of a stationary engine manufactory to learn the machinist's trade. At that time machinists were paid thirty-two shillings per week in England,

about \$7.78 in American currency. This was approximately the amount earned by a machinist in America at that time, too.

In 1876 HENRY was united in marriage with a young lady of Acerrington. This added financial responsibility necessitated his seeking a better

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paying position. Three years later, in 1879, they set sail for the "Land of Promise", with the hope that here he might be able to earn enough to provide a home for his bride. They disembarked in Boston on September 22, 1879. Finding no employment in that city he continued to Fall River, Mass.

Three months in Fall River was sufficient to assure the Watson family that continuous employment could not be found there. Continuing to Providence, R. I., he worked in a locomotive constructing company's plant. Another surprise awaited him when he saw his first American engine. English locomotives then, as well as today, had no bells nor headlights, and it was hard for him to understand why they should be used on our locomotives. For eight years he worked in Providence, at the end of which period the shop was closed and he was again out of work.

The family, which now included a little girl, then set out for Kingston, Canada, where there were prospects of a good position for Mr. Watson. Before leaving Providence, they sold nearly all of their belongings, retaining only those items of clothing and utensils which would be necessary for traveling. Arriving at the Canadian boundary the family left their luggage, which had been packed in two barrels, at the depot, and set out to see the sights. When they returned they found that the customs officials had gone through the barrels in their usual hurried manner and had left their contents strewn about the station platform. For two years Mr. Watson was employed

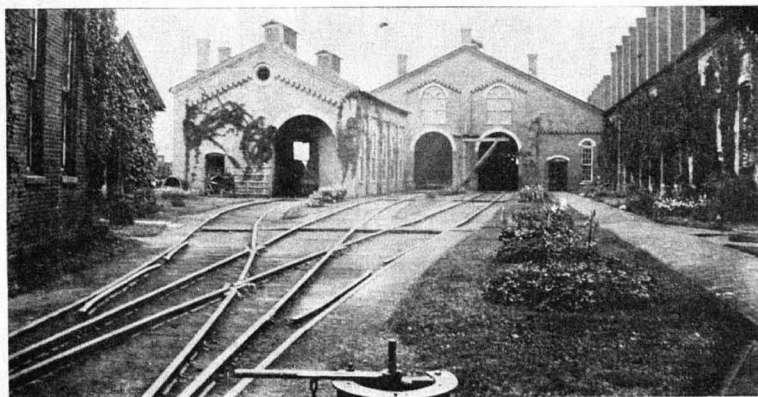
in Kingston, Canada, in another machine shop. That establishment also closed down at that time and he was again out of work.

Returning to "the States", he was employed for short intervals in Watertown, N. Y., and Rome, N. Y., in locomotive shops. The shop in Rome closed its doors after he had been there shortly less than a year and they again moved, in February of 1891, to Frankfort, N. Y., where he found employment in the West Shore Railroad shops. In 1895 the railroad abandoned its shops at Frankfort, dividing the work between their shops at Depew and West Albany.

It was after this last shut-down that he came to Oneonta to work for our company. For eleven months he worked as a machinist's helper under Master Mechanic Smith. Mr. Smith had promised him the first machinist vacancy which might occur in the shop and when a job on the locomotive wheel lathe became vacant he was assigned to fill it. Most of his work was confined to pony truck and tank wheels, although he was given, in addition to this work, jobs which were too heavy for smaller lathes to handle.

At that time the shop was located in what is now the main car shop at Oneonta. All of the shops of both Car and Motive Power Departments were grouped on the location of the present car shops. Some of the Supervisors at the Oneonta shops during the early part of his term of service were: J. R. Skinner, Master Mechanic; Horace Card, Machine Shop Foreman; J. Reynolds, Tool

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Oneonta Shops of Bygone Days

Are They Provided For?

The Law May Prevent Your Family From Sharing Your Property As You Intended, Unless You Make a Will

THE making of a will is the one act which every person of any business experience recognizes as his most important duty to his family and which he, nevertheless, puts off from day to day because he dreads getting at it. The head of the house owes it to his family to arrange his affairs so that there will be the least possible difficulty to be overcome in time of bereavement. Few people realize that if they fail to make wills the provision which they may have made for the care of their life-partners may be brought to naught by the state laws.

The law is not the same in all states, but in many the widow receives only one-third of the personal property or money left by her husband, two-thirds being given to the children, in addition to all real estate, if there is no will.

Many persons believe that it is necessary to go to a lawyer to have a will made. In most cases this is not true. A simple form of will is shown in the illustration and when made out as shown, it meets all legal requirements in New York and Pennsylvania. In some other states three witnesses are required to make the will legal. This is true in Vermont.

To assist employees who have not already made wills but who realize that they should do so at once, a blank form for the purpose has been provided on the last page of this issue of THE BULLETIN. This form may be cut off and filled out, or, if you do not want to mutilate the magazine,

a typewritten or pen and ink copy may be made which will serve the purpose just as well.

It is very important that the required number of witnesses are present when you sign the will and that you tell them that it is your will which all are about to sign as witnesses. It is not necessary for them to see the contents of the will itself, however, as this is not required by law.

It has been found by those handling the details of the Group Insurance plan, that some suggestions in connection with the naming of beneficiaries may be helpful to the employees. In the first place, a relative should be named as beneficiary of your insurance, if possible. Otherwise your estate may be named, in the event that there are no relatives, thus assuring funds to pay funeral expenses, etc., in case of death.

If death occurs and the beneficiary named in the insurance policy is a minor, or the estate of the deceased, it is necessary to have a guardian or an administrator appointed by the court BEFORE

THE INSURANCE CAN BE PAID. This means court expense for the family and delay in the payment of the insurance. This is avoided where a member of the family is named as beneficiary.

Now for some action! Take time right now to protect those dearest to you. There are but three moves to make and it will be off your mind:

(1) Get your two (or three) witnesses together;

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Will

I, John B. Smith of Schenectady County of Schenectady and State of New York make, publish and declare this to be my last will and testament, hereby revoking all former wills by me made.

I give and bequeath all of my property, real and personal, to my wife, Mary B. Smith in being my intention to make no provision for any afterborn child or children.

I appoint my wife, Mary B. Smith my executor and wave giving of a bond or accounting.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 16th day of November A.D. 1928

— John B. Smith (S)

On the day and year above written the foregoing instrument was signed, sealed, published and declared by the above named Testator to be his last will and testament, in the presence of each of us, and we at his request and in his presence and in the presence of each other have subscribed our names as witnessing witnesses.

John Doe — Residing at 12 Main Schenectady, N.Y.
Richard Roe — Residing at 15 North Schenectady, N.Y.

How a Will Should be Made Out

Mineral Resources of the Far East

I—Coal and Iron

IT is often assumed that when China arouses herself industrially there will be a great and rapid advance commercially not unlike that which has taken place in Europe and America in the last century. An illuminating survey has been made by the Council of Foreign Relations, of the mineral resources of the Far East which includes China, Japan, Eastern Siberia, Indo-China, Siam, the Netherlands East Indies, the Federated Malay States, and the Philippines. It is well to consider works like this when it is asserted that these vast resources and immense wealth of men and materials will awaken the fiercest industrial competition the world has ever seen.

Belief in the richness of the East has long been firmly held throughout the world. From the first, silks, spices, jewels and other luxuries have been the main products of export. Because distance and the risks involved in trade forced the exportation of only rare and precious articles, the Orient has become associated with visions of untold wealth.

The Far Eastern countries are, in fact, poor rather than rich, and their peoples neither possess, nor are they even familiar with, luxuries common in Europe and America. The great stretches of Asia, compared with equal areas of either Europe or America, do not have equal resources either developed or undeveloped.

The primary sources of wealth of China, are agriculture (including forestry and animal husbandry), fisheries, and mining. The Chinese have long been held to excel in farming and have been cited as examples to all the rest of the world time and again. Opportunity exists for greatly broadening the field of agriculture and increasing food production which may in time form its chief exports.

Forests can no longer be called a resource. Such heavy drafts have already been made through the centuries on the forests that it is common to see a limestone slab used to span a ditch where a board would be used in America. Except, however, for this forced use of stone in lieu of wood, the Chinese depend mainly on the plant kingdom, even generally using paper in place of glass in windows, though making of glass is an ancient industry. Under the impulse of modern industry

with the West, a beginning has been made in the utilization of mineral resources, but it is a beginning only, with the possible exception of Japan which has gone further in the change to modern specialization and where the per capita consumption of certain metals is fairly comparable with that of certain European countries.

The ordinary man in America and in most of Europe today enjoys benefits and possessions that were beyond the reach of the most powerful rulers of ancient times. Quick transportation, instantaneous communication, unlimited artificial light, wide choice of foods, variety of dress, protection from unusual heat or cold, from contagious diseases, from physical danger, relief from much sickness, and many others are common every-day possessions. In the past not one of them was common and most were unknown. When our ancestors first came to this continent the great wealth of gases, fluids and metals that has since flowed from the mines, lay dormant. A hundred years ago they had not been put to use. In the wide use of minerals lies the greatest difference between our present civilization and those that have gone before, as well as those now obtaining in Eastern lands. Little evidence exists to indicate that man today eats more in quantity than his ancestors did. He eats more certainly, more regularly, and in more variety. This regularity of supply and freedom of choice of foodstuffs is made possible by modern transportation through which the products of the world are brought to every man's table, and transport rests on steel rails, steel cars, steel locomotives and steel ships. All of these have been made possible by the free use of metals. It is stated that the per capita consumption of minerals in the United States, has multiplied ten times in forty years. C. K. Leith puts the matter in these striking terms:

"The world has used more of its mineral resources in the last twenty years than in all preceding time, and there is nothing to indicate a slackening of the acceleration which has occurred during this period. The production of oil for example is now as great in any one year as for the ten years preceding 1900 * * * The last twenty-five years has seen as much gold production as the 400 years following the discovery of America."

The amount of metals and minerals necessary to modern industry varies greatly. Coal and iron are measured in tons, platinum in ounces; and the difference in customary standards of measurement is indicative of the amounts used. The United States uses platinum but does not produce it to any material extent, but, in 1917, enough platinum was smuggled out of Russia and into the United States in the hands of one engineer to save the situation. Had this country not had its immense iron ore mines, coke ovens, and steel furnaces, however, it could not have fought successfully regardless of its wealth in other goods.

Coal constitutes the most important mineral for any industrially-minded people. It has been called the mainspring of civilization. In fact, it is the most powerful agent man has seized upon to do his work. Two pounds of coal properly utilized will, if properly applied, equal the output of one man one day and a long ton is equivalent to about 1,100 man-days of work.

China contains reserves of coal, though there are wide variations in the estimates that have been made of the amount present. One estimate places these reserves at forty to fifty billion tons,

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A. R. A. Committee On Lubrication

IN connection with the meeting of the Committee on Lubrication of Cars and Locomotives, of the Mechanical Division, American Railway Association, which was held at Oneonta, March 11 and 12, the plant for reclaiming oil and waste was carefully inspected. (A description of this equipment was given in *THE BULLETIN* of March 15.)

The committee also inspected with considerable interest a locomotive on which the main driving boxes are lubricated with oil instead of the grease which is more generally used on modern power.

The experimental work which is being done along these lines at this time by The Delaware and Hudson Company is of more than purely local interest as our Master Car Builder, G. W. DITMORE, is chairman of this committee, the work of which is nation-wide in its scope.



The members of the committee and sub-committees who are shown in the accompanying photograph, and their business connections, are as follows: (Left to right) T. O. Sechrist, Asst. Superintendent of Machinery, Louisville and Nashville R. R., C. A. Zweible, General Foreman, Car Dept., L. and N. R. R., Louisville, Ky., M. J. O'Connor, Mechanical Inspector, New York Central R. R., G. W. DITMORE (Chairman), P. Maddox, Superintendent of Car Department, Chesapeake and Ohio R. R., E. G. Cromwell, Special Inspector, Baltimore and Ohio R. R., A. L. Moler, Lubrication Engineer, Chesapeake and Ohio R. R., C. B. Smith, Engineer of Tests, Boston and Maine R. R., I. T. Burney, Lubrication Engineer, Boston and Maine R. R., W. L. Linton, Chemist, Standard Oil Co., CARL DIERCKS, CHIEF INSPECTOR, CAR DEPT., Delaware and Hudson Co.

Mineral Resources of the Far East
(Continued from page 119)

sufficient to supply China for 2,000 years at her present annual consumption of about twenty million tons. At the yearly rate of American production,—680 million tons,—it will last only seventy years. China's reserve is the most important in the Far East, because only in that country is any considerable supply of coking coal known. It is also the largest known or probable reserve in the Orient. The remaining countries show a deficiency in general, if account be taken of their population and possible future needs. In Siberia, Russian geologists estimate the probable reserve as 500 million tons. Japan roughly has about 8,051 million tons, including the deposits in Korea, and its total reaches about 9,251 million tons if the reserves of Manchuria are added. In the Philippines, coal mining has not proved a particularly successful business, the largest output reached by any colliery having been from 200 to 400 tons per day. The coals are friable, high volatile, and essentially non-coking, although some show a slight tendency to coke. The lignite coals are difficult to store because of a tendency to spontaneous combustion. The fuel value of the best Philippine coal is slightly below the best Cardiff and the Australian coals, but equal to those in Borneo and Japan. The development of coal mining in the Philippines has been slow, and it is still unimportant. The coal supply is inadequate to the development of a metallurgical industry.

Steel forms the skeleton framework within the body of modern civilization. Without steel the whole range of power-generating and power-using industries would be virtually impossible. Modern building requires enormous quantities of steel; speedy and abundant transportation are alike dependent upon it; communication whether by telegraph, telephone or radio, is similarly conditioned. The tools of industry and the implements of war, the thousand and one essentials and conveniences of daily life, are all made in whole or in part of steel.

Iron ore, from which steel is produced, must therefore be present in abundance in any country aspiring to first rank in industry. Iron ore without coke is virtually useless. No large industry can be expected to be developed except that based upon the use of coke. The presence of coal in quantity, and of coking quality, is essential.

China, the largest of the Far Eastern countries, appears most appropriate for this limited survey. Iron has been worked in China since time immemorial, and the industry in Shansi is doubtless

the oldest in the world. The ore deposits are widely distributed. The many small native furnaces throughout the country have led to the belief that China's iron ore resources are enormous. Baron von Richtofen the German geologist estimates the annual output of these furnaces, having an average daily capacity of one-third of a ton, to be 50,000 tons. Of the deposits, he writes:

"The iron ores are mainly limonites and hematites, occurring in carboniferous shales and sandstones, as nodules, usually varying from a few pounds to a few hundred pounds in weight, though masses of several tons are said to have been found. Sometimes there are several layers of these nodules, sometimes there is only a single stratum. Iron ore also occurs in beds from a few inches to a foot or more thick, and in flat veins with a maximum thickness at present, of three feet, though tradition says there have been beds of twenty feet found in the past. The native methods extract from 25 to 35 per cent of iron from these ores."

From his description, it is clear that these deposits, though supporting many small native industries, would be insignificant under modern conditions.

The iron and steel industry in Japan is larger and more important than in China. In other sections of the Far East it is of local importance only. The iron ore resources of Japan, the largest consumer of iron and steel products in the Far East, are entirely inadequate to her needs. Her furnaces, compared with those in the United States, are small and slow in operation. The output of the entire industry is scattered among a large number of small units. The present steel-making capacity of Japan is smaller than Luxembourg, credited with 2,192,700 tons in 1926. Should the expansion proposed during the World War to an annual production of three million tons be realized, it would still be less than the present actual output of Belgium,—3,313,400 tons. If Japan ever expects to rival western nations in iron and steel consumption per capita large quantities must be imported.

The Philippine Islands contain a quantity of iron ore of commercial grade of world importance. Unfortunately, the coal supply is deficient. If the general rule of industry is followed and ore shipped to the coal, there can never be a major steel industry in the Islands. Some ore has already been shipped to Japan.

(To be continued.)

Bowling Season Nears Close

Tournaments and Chicago Meeting of the American Bowling Congress Mark the Conclusion of a Successful Bowling Season

WHILE many prizes are offered annually by The Delaware and Hudson Athletic Association's Bowling League, there is no honor which is more coveted than a berth on the teams which roll at the meeting of the American Bowling Congress. In past years the Association has sent representatives to the congresses held in Peoria, Toledo, Buffalo, Kansas City, and in 1929, in Chicago.

This year the party, including F. L. HANLON, President of the Association, J. RAY LINDSAY, President of the Bowling League, SECRETARY E. J. RYAN, and twelve men, left Albany in a specially chartered Pullman car attached to a train leaving at 8:55 P. M. Saturday evening, March 23. The trip was made via the New York Central and Michigan Central, the party arriving in Chicago at 2:15 P. M. Central Time, Sunday. Immediately upon their arrival they took up their quarters in the Palmer House. After

"making themselves at home" groups departed to see the sights about the "Windy City".

No harder test of a bowler's ability can be made than to put him on strange alleys in competition of the sort experienced at these bowling congresses. Only a few of the men had short practice periods after arriving in Chicago this year, and considering the handicap they were working under, they turned in a very consistent and enviable group of scores.

The congress was held in the Dexter Park Pavilion which has thirty-two bowling alleys. There were 493 individual prizes, 983 two-men team prizes, and 505 five-man prizes offered, representing a total of \$107,790. J. J. (BEAR) BEALE, it is thought, became eligible for a prize by rolling scores of 216, 204, and 200 for a total of 620 in the singles. There is also the possibility that the five-man team composed of GEM-

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They Represented The Delaware and Hudson Company at Chicago

Front row, left to right: J. RAYMOND LINDSAY, PRESIDENT of the Bowling League, GEORGE WALDBILLIG, HUBERT WILLIAMS, J. F. FORNER, JOHN SMITH, ROBERT GEMBERLING, HARRY YOUNG, FRANK ROWE.

Back row: ROBERT IRISH, EDWARD RYAN, SECRETARY, EDWARD CLAS, F. L. HANLON, PRESIDENT of the Athletic Association, FLOYD CLOUGH, EDWARD SNIFFEN, J. J. BEALE.

The

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No. 8

Pass It On

HAVE you ever met the man who keeps what he knows to himself for fear that, if he tells someone else, they will know as much as he does? Fortunately for all of us such folks are scarce around here, though there are a few of them. Don't get the idea that our ideal is the fellow who runs around telling all he knows—and a lot more that someone told him. We rate him a little lower than the chap we are talking about now.

The communication of ideas and experiences from one person to another and one generation to the next has been the basis of all progress. If we now had to meet the same problems in the same way that the men of the "Stone Age" did, we would still be wearing skins of animals and eating our food raw.

Education, the value of which is apparent to most of us, is, after all, simply a matter of profiting by the ideas and experiences of others. It is not necessarily obtained in schools. It may be acquired through the reading of books, papers, etc., which are nothing more than stories of what someone else has been through. It might be called condensed or concentrated experience.

How did you learn your trade? Who "broke you in" on your present job? Think this over and keep it in mind when someone comes to you for information.

Just one more thought. If you are trying to hold your job just because you are the only one who knows about the work and the company can't get along without you, snap out of it!

Any organization must be so built up that changes are possible in the event of any employee leaving the service, or being promoted. If you were invaluable in your present position you could never be promoted!

The railroads, through the American Railway Association, are gradually getting together on the matter of exchanging ideas and it is largely because of this that the great improvement of the past five years has been made possible. It is a "give and take" proposition, though, and you can only expect to get the other fellow's ideas by exchanging them for your own.

Improvement

THE latest annual report of the secretary of commerce declares that 'the most conspicuous aspect of railway transportation during recent years has been the steady improvement in the quality of the service rendered', but the managements of the railways can be credited with another achievement during these years that is as remarkable as the improvement effected in service," says the *Railway Age*. "Complete statistics regarding the results of operation in 1928, which only recently have become available, show that during the last five years the total annual operating expenses of the Class I railways were reduced almost one-half billion dollars. In 1923 they were \$4,945,000,000, and in 1928 only \$4,472,000,000, a reduction of \$473,000,000. This explains why the net operating income earned last year was the largest excepting that of 1926, although total earnings were about \$183,000,000 less than in 1923, and more than a quarter of a billion dollars less than in 1926.

"The decline in total earnings has been due to reductions of rates and the decline of passenger traffic. It has been found impracticable to make any considerable reduction in passenger service to offset the loss of passenger business, and therefore the reduction in operating expenses is due almost entirely to economies that have been effected in the handling of freight, in spite of the improvement made in freight service. The principal reason for the more economical handling of freight is to be found in the increase effected in the amount of freight service rendered by each train hourly, and the consequent curtailment of the amount of freight train service required. The average number of tons carried per train increased from 713 in 1923 to 793 in 1928, which was the best record ever made. Likewise, the average miles traveled by each freight train hourly increased

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In 1829

A Series of Important Dates In Connection With the Early Development of The Delaware and Hudson Company

ON April 23 The Delaware and Hudson Company will pass its one hundred and sixth "milestone" in its long and honorable career of unbroken service to the great American public.

This year marks the one hundredth anniversary of the company's greatest contribution to the art of transportation, the introduction and operation of the steam locomotive, the *Stourbridge Lion*, the first to run on an American railroad.

A brief chronological syllabus of the important events in the history of the company in that year, 1829, follows:

JANUARY 13—Memorial for state aid for completion of canal presented to Assembly at Albany.

JANUARY 15—Locomotive *America* arrived New York in ship *Columbia*.

FEBRUARY 4—Contracts for wheels and axles for coal "waggon" for use on railroad made with Abeel & Dunscomb and the West Point Foundry Company.

APRIL 8—Locomotive *Stourbridge Lion* forwarded from Liverpool in ship *John Jay*.

APRIL 27—Navigation opened on the canal.

MAY 2—Bill loaning to the company the credit of the state in the amount of \$300,000 signed by Governor Martin Van Buren and became a law.

MAY 13—Locomotive *Stourbridge Lion* arrived New York.

MAY 20—Range installed in kitchen of Company's bank, 13 Wall Street, New York City, to demonstrate availability of anthracite for cooking purposes.

MAY 27—Locomotive *America* demonstrated under steam, set up on blocks, at Abeel & Dunscomb's foundry yard, 365 Water Street, New York.

First use of coal (Lackawanna anthracite) in a locomotive in America.

MAY 28—Locomotive *Stourbridge Lion* demonstrated under steam, set up on blocks, at shops of William Kemble, foot of Beech Street, New York.

JUNE 21—Third locomotive, presumably the *Delaware*, forwarded from Liverpool in ship *Splendid*.

JULY 2—Locomotive *America* and *Stourbridge Lion* forwarded to Rondout in the steamboat *Congress*.

JULY 3—Locomotive *America* and *Stourbridge Lion* arrived at Rondout.

JULY 16—The *America* and *Stourbridge Lion* cleared Eddyville, on the canal, for Honesdale.

JULY 22—Locomotive *Stourbridge Lion* arrived at Honesdale.

AUGUST 5—The *Stourbridge Lion* placed on track at Honesdale.

AUGUST 8—The *Stourbridge Lion* made its famous trial trip between Honesdale and Seeleyville, driven by Horatio Allen.

Fourth locomotive, presumably the *Hudson*, forwarded from Liverpool in ship *John Jay*.

AUGUST 9—Third locomotive, presumably the *Delaware*, arrived New York.

AUGUST 13—Construction of horse path on "levels" on railroad ordered.

SEPTEMBER 6—Locomotive *Delaware* forwarded, New York to Rondout in sloop *Cornelia*.

SEPTEMBER 9—*Stourbridge Lion* again run, track structure too unstable to permit its operation.

SEPTEMBER 17—Fourth locomotive, presumably the *Hudson*, arrived New York.

OCTOBER 3—Locomotive *Hudson* forwarded, New York to Rondout in sloop *Cornelia*.

OCTOBER 7—Regular passenger packet service between Honesdale and Rondout inaugurated.

Price of coal at Rondout, "in 20 ton lots" fixed at \$8.00 per ton.

OCTOBER 9—First car of coal passed over the Gravity road.

DECEMBER 19—Substitution of rope for chains on Gravity planes ordered.

Weighing machine, capable of weighing boats 45 tons capacity ordered.

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Bowling Season Nears Close

(Continued from page 121)

BERLING (Captain), YOUNG, SNIFFEN, FAUS, and IRISH, which rolled 2755 in three games, may also be "in the running."

Other individuals who turned in good scores in the singles were CLOUGH, 569; CLAS, 566; FORNER, 555, and YOUNG, 555. In the five-man team events ROWE and FORNER of Team Number 1 rolled 538 and 535 respectively; on Team Number 2, IRISH rolled 617, and YOUNG 578. The two-man team composed of FORNER and FAUS rolled for a total of 1086; BEALE and CLOUGH collected a total of 1007.

This is but one feature of the program of Athletic Association Bowling this season. The league's schedule will be competed with the games rolled Tuesday evening, April 23. At that time the winners of the prizes, which include

Schenectady. Arrangements are now being made to hold the Annual Bowling League Banquet at the Knickerbocker Inn on the Albany-Schenectady road Saturday evening, May 4. It is anticipated that this banquet will be the finest ever held by the Association and all members who can possibly do so should arrange to be present.

The team representing the Athletic Association in the National Division of the Albany City League this season was a contender for the league leadership until the last night of the season when they were nosed out for first place honors by Keelers. The team finished the season with forty-four games won and nineteen lost. Three Delaware and Hudson men finished in the first ten high-average men in the National League. They were BEALE, 192; WALDBILLIG, 192; and FOLEY, 189. CLOUGH's average of 198 would have carried him into the prize winning



Members of Ladies Bowling League

Back row, left to right: MARION HAYES, ANN PATTERSON, CLARA CROWLEY, AGNES WELCH, ADELE KAVANAUGH, ROSLIN PIOTROUSKI, PEG TRICK, LOUISE DRISCOLL, MARGARET TAYLOR.

Front row: KATHERINE LOFTUS, BEATRICE CLEWELL, DORIS GREENE, JANE FAHBO, ANN BLANEY, ANN NISCH, LILLIAN LASHIER, MARIE HANNEY, NELLIE MASTEN, MABEL DEARSTYNE.

three individual high members, three high teams, high single, and high triple, with perhaps more to be added later, will be announced. It was the intention to hold the "high-low" tournament April 24 and 25; however, the fact that the State Tournament will be held in Schenectady on April 25 may necessitate the postponement of that event. Sixteen men will be sent to Schenectady to represent the association. Prizes will likewise be awarded to the winners of the matches in

group had it not been for the fact that he only rolled in forty games. The team, as a whole, rolled for a total pinnage of 59,110 for the season, the second highest in the National League.

The Delaware and Hudson Athletic Association's Ladies' Bowling League is likewise enjoying their most successful season. There are twenty ladies in the league this year in addition to the President, JANE FAHBO. The four teams, Telephone, Generals, Transportation, and Traffic,

have been fighting hard to win the championship. In the first half of the season the Telephone team finished in first place and is within one game of the Transportation team, the leaders in the second half. In the event that the Telephone girls finish first in this half, they will enjoy the undisputed championship. However, should the Transportation team win out, a championship match will be rolled probably on April 17, the schedule having been completed with the games played April 15. Following the championship games, a "high-low" tournament will be rolled April 19.

At the end of the season prizes will be awarded by the league to be several high-average bowlers, leading teams, teams with the high three and high single games, individuals with the high three and high single games, and a team championship prize.

Outside of the Ladies' League itself, teams have represented the Association in play with squads representing other organizations. Games were rolled with the New York Central Ladies, German Young Women of Albany, and the Pioneer Women of Troy. The matches were lost to the first two teams mentioned, while our ladies made a clean sweep of all six games with the ladies from Troy. In the first match our team was allowed a 100-point handicap. With this advantage they won on the alleys in Troy. A like handicap was unnecessary in the games played in Albany for our girls had a margin of over 400 pins without it.

Our bowlers, both men and women, have made an enviable reputation for themselves on all the local alleys. In The Delaware and Hudson League, as well as outside games, they are known for their fine sportsmanship and goodfellowship, whether they win or lose. It is for this reason that our company does everything in its power to forward the interests of bowling and other competitive sports whenever possible.

Are They Provided For?

(Continued from page 117)

(2) Sign your name in the proper space and tell the witnesses that it is your will;

(3) Have all the witnesses sign their names and addresses in your presence, one after the other. Failure of a witness to give his address makes him liable to a penalty of fifty dollars although it does not affect the legality of the will.

Your wife or any other beneficiary named in the will must not be a witness.

In case the person making the will cannot for any reason sign his own name, and it has to be signed for him, the person signing it for him must also be one of the witnesses to the will and sign his own name accordingly.

A will need not be written in English, any other language may be used, but the use of English will simplify matters greatly.

It is of utmost importance that the person making the will sign it at the end, that is, that no writing other than the attestation clause and witnesses' signatures appear after the signature. Any such writing makes the will void and illegal.

The will should, of course, be put in a safe place so that it will be available when needed. If you want to make any changes or additions at a later time these may be added to the original or put on a separate sheet of paper and fastened to the will, but this addition, or codicil as it is called, must bear your signature as well as that of the required number of witnesses. These should be the same persons as before if possible, although it is not absolutely necessary.

The only time when a will is unnecessary is when a man and his wife own a house or other real estate *jointly* and when all bank accounts which they may have are joint accounts. In the event of the death of either all property *jointly* owned goes to the survivor immediately.

MAKE YOUR WILL NOW!

Spring Fever

A H, sing me a song of spring, my dear,
A lilting and gay refrain,
With a robin's chirp and bluebird's call,
And a dash of April rain.

Mix a fillip of violet's breath
With a warmth of budding trees,
And an apple blossom's kindly smile.
The morning song of the bees.

Ah, sing me a song of spring, my dear.
A song that we used to know;
Sing me a song of the open road
Spring calls me and I must go.

—The Woodpile.

New Boarder: "When I left my last boarding place the landlady wept."

Landlady: "Well, I won't. I always collect in advance."—Selected.

Improvement

(Continued from page 122)

from 10.9 miles to 12.9 miles, which also was the best record ever made. This combination of increased average train load and increased average speed of trains resulted in the average number of tons carried one mile hourly by each freight train increasing from 7,770 in 1923 to 10,205 in 1928, or more than 31 per cent.

"There was a large saving in the fuel bill, due to the fact that the average number of pounds consumed in moving 1,000 gross tons one mile was reduced from 161 in 1923 to 127 in 1928, or more than 21 per cent.

"In the railroad industry, as in all other large scale industries, big investments of capital are pre-requisite to the effecting of large economies in operation. The total investment in the railways in 1928 was approximately \$4,000,000,000 greater than in 1923. Although the railways effected during these five years a reduction in their total expenses of \$473,000,000, they secured an increase in their net operating income of only \$209,000,000, which was sufficient to pay a return of only about 5 per cent upon the new capital invested. The average return earned by them on their total property investment in 1923 was 4.48 per cent. and in 1928, 4.71. This increase in the average net return shows that the railways benefited in considerable measure by the economies in operation effected; but the major part of the benefits of it were received by the public in reduced cost of transportation."

Learned His Trade in England

(Continued from page 116)

Room Foreman; D. Down, Foreman Painter; Mr. Wing, Foreman of the Car Department shops; S. Disbrow, Wood Mill Foreman; F. I. Helm, Storekeeper; Mr. Powell, Foreman of Blacksmiths; Mr. Harris, Foreman Boilermaker; James Gerling, Chief Clerk to the Master Mechanic; and Carry Massett, Secretary to Mr. Skinner.

When Mr. Watson came to work in the machine shop, the building in the center of the accompanying illustration, there were no drop pits in the shop. When it was necessary to change or repair driving wheels, the entire engine was picked up, after the binders had been removed, and the wheels remained on the rails. Shortly after this time two drop pits were provided, one at each of the two entrances to the shop. The Master Mechanic's and other offices were located in the building on the extreme left. The building on the left of the machine shop housed the boiler

shop while the machine shop office was located at about the center on the left side of the buildings. South of the office was the tool room, and next to it were various machines, including Mr. Watson's lathe. The extreme southern end of the building contained the coach shop. Across from Mr. Watson were other machines and a door leading to the engine room which housed two stationary engines furnishing power to operate the machinery in the shop.

From the day he entered the employ of The Delaware and Hudson Company until his pension became effective in 1922, Mr. Watson enjoyed continuous employment. He adds, "It was always a pleasure to work for the company; the officials and my fellow workmen were a fine group to be with." Asked if he ever wished to return to the land of his birth, he replied: "Never. I have always been so busy and have enjoyed myself so completely that I would never think of going back. The happiest years of my life have been spent here in Oneonta, so why should I care to change?" During that time Mr. Watson has made many pleasant acquaintances and is well liked by many hundreds of people in and about Oneonta.

During his first few days in camp the young recruit was the victim of so many practical jokes that he doubted all men and their motives. One night while he was on guard, the tall figure of one of the officers loomed up in the darkness before him.

"Who goes there?" he challenged.

"Major Moses," replied the officer.

The recruit scented a new joke.

"Glad to meet you, Moses," he said, cheerfully. "Advance and give the Ten Commandments."—*Frisco Line*.

Ole Olsen had been working as an engine wiper, and his boss, a thrifty man, had been coaching him for promotion to fireman with such advice as: "Now, Ole, don't waste a drop of oil—that costs money. And don't waste the waste, either—that's expensive, too."

When Ole went up to be questioned on his eligibility for an engineman, he was asked: "Suppose you are on your engine on a single track. You go around a curve, and you see rushing toward you an express. What would you do?"

To which Ole replied: "I grab the oil can; I grab the waste—and I jump."

THE DELAWARE AND HUDSON COMPANY BULLETIN



APRIL 1, 1929

INDIAN HUNTER
OTSEGO LAKE

The Song the Freight Train Sings

By LEO A. BORAH

*THERE is music in the clacking of my wheels upon the rails —
It's the rhythmic song of industry that never, never fails ;
From Atlantic to Pacific, from the Gulf to Arctic snow,
Where the restless rails are leading to the skyline still receding.
It is beating out its cadence as I take my pack and go.*

*Sand and gravel from the ocean, tons of ore from mountain mines,
Furniture, pianos, cotton, and the logs of giant pines,
Wheat and flour, bricks and mortar, shoes and clothing—all I bring ;
On my flat cars piles of lumber to build homes in goodly number
While my clacking wheels keep rolling, and the rails beneath them ring.*

*I hold furs from out the frozen North and rugs from Eastern lands,
And the coal to drive the mighty ships that ply to foreign strands ;
When the motors on the highways pass me, slyly poking fun,
I can chuckle at the swankers, for I carry in my tankers
All the gasoline and oil that make their speeding engines run.*

*My refrigerator cars are filled with fruits of every clime,
That North, or South, or East, or West may know no famine time ;
I hold farming tools, machinery, utensils of the trades,
Tractors, automobiles, cattle—gear of peace, and guns of battle—
I am carrying a city as I thunder on the grades.*

*Empty cars I leave on sidings to be laden with the spoil
Of the berry fields and orchards that reward the farmers toil ;
Halting sometimes, never quitting, I keep following the track,
Linking all the land together, scorning distance, scorning weather,
Where I go I scatter plenty and I carry plenty back.*

*Through the clamor of the daytime, through the quiet of the night,
I go rumbling, roaring onward, bringing food and warmth and light ;
I look dull and unromantic ; but within my hundred cars
Is the stuff of dreams and story that has built the freight train's glory —
Shafts of steel and stone that tower to the everlasting stars.*

Nation's Business.